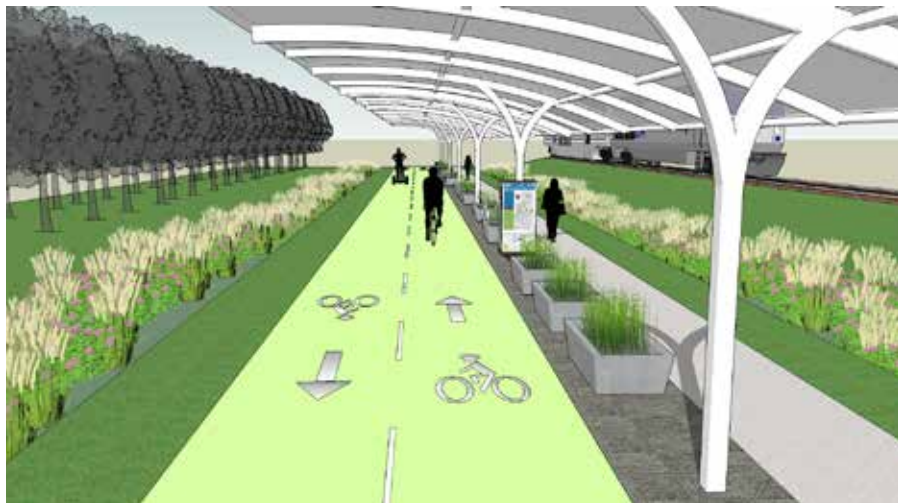


Firm Qualifications



The Greenway Collaborative, Inc

People First Transportation Planning and Design. Since 1993 we have focused on the people who walk, bike, take transit, and drive. We believe that our job is to help shape a transportation system that gives people, all people, regardless of their abilities and resources, a safe, comfortable, and convenient means for dignified travel. And we believe that a transportation network is more than a means to a destination, it is a means to an end. That end being a network of captivating and functional places that connect people, promote commerce, and highlight the unique character of each community.

Comprehensive Multimodal Transportation Plans

Grant Assistance

Trail Feasibility Studies

Public Meeting Facilitation

Community Outreach Tools to Encourage Increased Physical Activity

Website Design and Management

Expert Technical Review and Design Consultation

Ecological Based Open Space and Greenway Plans

Land and Water Trail Planning, Design and Outreach Websites

Bicycle and Trail Maps



Our mission is to inspire people, influence transportation and improve places. We are trusted strategic thinkers, problem solvers, and knowledge leaders who provide council to public agencies, non-profits, and other consultants. Our ultimate goal is to create eminently livable places for all to enjoy.



Norm Cox, PLA, ASLA
President



Carolyn Prudhomme, PLA, ASLA
Principal



Visit www.greenwaycollab.com to download our resumes and get a better understanding of our work. Some of our recent project websites are also housed within www.walkbike.info.



The Greenway Collaborative, Inc.

102 Nickels Arcade, Ann Arbor Michigan, 48104
Phone: 734-668-8848 Email: info@greenwaycollab.com
A Michigan Corporation Established in 1993 - FIN 38-305425



LICENSE

*Licensed Landscape Architect No.1082
State of Michigan
1990*

EDUCATION

*Bachelor of Landscape Architecture 1985,
with honors
Michigan State University
Sigma Lambda Alpha
National Honor Society*

EXPERIENCE

*President
Greenway Collaborative
Ann Arbor, Michigan
1993 – PRESENT*

*Pollack Design Associates
Ann Arbor, Michigan
1988-1992*

*Edward D. Stone, Jr. and Associates
Fort Lauderdale, Florida
1986-1987*

COMMITTEES

*League of Michigan Bicyclists, Board of
Directors*

Governor's Traffic Safety Advisory

*Committee, Pedestrian Bicycle Safety
Action Team*

*MDOT's Multi Modal Development and
Delivery Curriculum Review Committee*

*Project for Public Spaces, Placemaking
Leadership Council*

Planscape Archineer



Norman Cox, PLA, ASLA

President - The Greenway Collaborative

Norm is a licensed landscape architect, but he calls himself a "Plan-scape Arch-ineer". His adopted moniker speaks to the way he approaches design. The solutions to great streets lie where the fields of planning, landscape architecture, architecture and engineering overlap. He believes his job is to design, plan and program for people first.

Norm is recognized as a pioneer and a knowledge leader who is able to transition from a regional plan to designing the details of an intersection. He is also commutes year-round using his bike and his feet observing how people interact. For he feels that even the best guidelines are useless unless you fully understand how people will actually use them.

RECENT RELEVANT EXPERIENCE

Metropark to State Park Pathway Connector Study
Brighton, Michigan

Bridge to Bay Trail Identification, Wayfinding, and Safety Improvements
St Clair County, Michigan

Jackson City + County Nonmotorized Plan
Jackson County, Michigan

Livingston County Trails Plan
Livingston County, Michigan

Bicycle + Pedestrian Plan & 2020 Plan Update
Springboro, Ohio

Dearborn Multimodal Plan
Dearborn, Michigan

Iron Belle Trail Routing & Feasibility Study
Warren, Center Line, Sterling Heights, Michigan

MDOT Metro Region & Bay Region Bike Maps
Southeast Michigan

Great Lake-to-Lake Trail Route #1 Planning Update
Southern Michigan

Regional Trail Connectivity Vision
Mason, Lake, Newaygo, & Oceana Counties, Michigan

Active Transportation Initiative for MI 1422 CDC Grant
Detroit, Lenawee, Grand Rapids, & Roseville, Michigan



LICENSE

*Landscape Architect No. 3901001718
State of Michigan
2018*

EDUCATION

*Bachelor of Landscape Architecture 2008,
with high honors
Michigan State University
Sigma Lambda Alpha
National Honor Society*

PROFESSIONAL MEMBERSHIPS

*Association of Pedestrian and Bicycle
Professionals
American Society of Landscape
Architecture*

EXPERIENCE

*Transportation Planner
Greenway Collaborative
Ann Arbor, Michigan
2008 – PRESENT*

*Student Intern
Small Town Design Initiative
Michigan State University
2007 – 2008*

*Landscape Designer
Rambo Tree & Landscaping
Chesterfield, Michigan
2006*

TRANSPORTATION PLANNER AND WEB GURU



Carolyn Prudhomme, PLA, ASLA
Principal - The Greenway Collaborative

Carolyn has worked as a non-motorized transportation planner with the Greenway Collaborative since 2008. During her time at the Greenway Collaborative she has been essential in the development of comprehensive non-motorized transportation plans, complete streets plans, bicycle and pedestrian maps, grant application assistance, trail marketing and branding strategies and ADA evaluation and assessment tools. She has worked on projects throughout Michigan and Ohio and specializes in GIS modeling, mapping, website development, as well as public engagement and product production.

RECENT RELEVANT EXPERIENCE

Metropark to State Park Pathway Connector Study
Brighton, Michigan

Bridge to Bay Trail Website
St Clair County, Michigan

Bridge to Bay Trail Identification, Wayfinding, and Safety Improvements
St Clair County, Michigan

Jackson City + County Nonmotorized Plan
Jackson County, Michigan

Livingston County Trails Plan
Livingston County, Michigan

Bicycle + Pedestrian Plan & 2020 Plan Update
Springboro, Ohio

Dearborn Multimodal Plan
Dearborn, Michigan

Iron Belle Trail Routing & Feasibility Study
Warren, Center Line, Sterling Heights, Michigan

MDOT Metro Region & Bay Region Bike Maps
Southeast Michigan

Great Lake-to-Lake Trail Route #1 Planning Update
Southern Michigan

Regional Trail Connectivity Vision
Mason, Lake, Newaygo, & Oceana Counties, Michigan

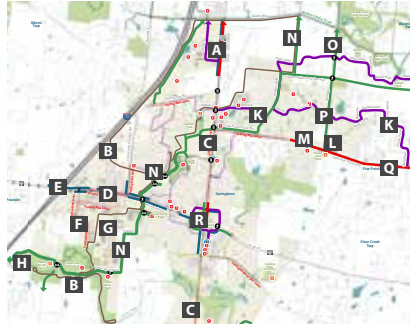
Cass River Water Trail Website
Thumb Region, Michigan

Nonmotorized Transportation Studies and Plans

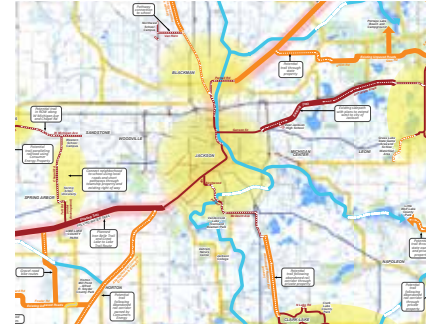
The Greenway Collaborative, Inc has worked on over 30 nonmotorized transportations studies and plans in Michigan and Ohio. Below are a few recent examples.



Livingston County Trails Plan



Springboro Bicycle + Pedestrian 2020 Plan Update



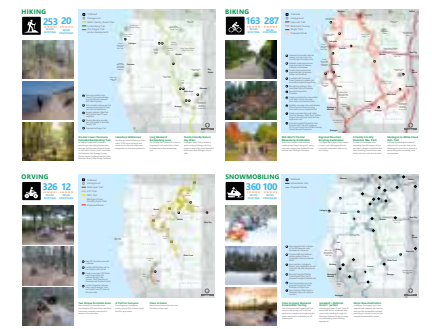
Jackson City + County Nonmotorized Plan



Iron Belle Trail Routing & Feasibility Study



Dearborn Multimodal Plan



Regional Trail Connectivity Vision for Mason, Lake Newaygo and Oceana Counties

Range of Clients	MDOT, Region, County, Large Community, Small Community, Universities, Nonprofits, Health Departments
Types of Work	Corridor, City, County, and Regional Level Planning
Fee Range	\$9,000 to \$200,000

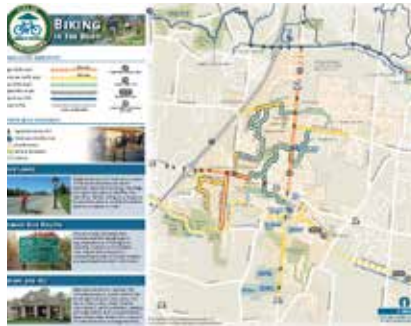
Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit www.greenwaycollab.com for a listing of all projects.

Nonmotorized Guides and Maps

The Greenway Collaborative, Inc has developed over a dozen print and digital nonmotorized guides and maps in Michigan, Ohio and Ontario, Canada. Below are a few examples.



Essex County Bikeways and Pathways Map



Biking in the Boro Map and Pocket Guide (including updates in 2014, 2016, 2018, & 2020)



Huron River Trail Town Website and Kiosk Maps



MDOT Metro Region Bicycle Maps (including update in 2018)



MDOT Bay Region East & West Bicycle Maps



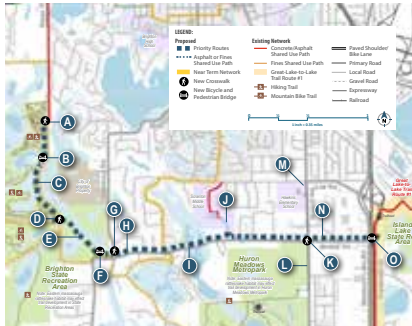
MDOT Grand Region Bicycle Map

Range of Clients	MDOT, Region, County, Large Community, Small Community
Types of Work	Trail Maps, Bicycle Guides, Walking Maps, Park Maps, Water Trail Maps
Fee Range	\$4,000 to \$50,000

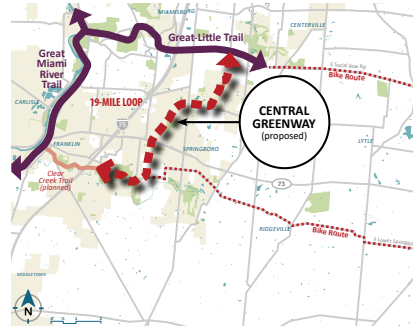
Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit www.greenwaycollab.com for a listing of all projects.

Trails and Greenway Systems

The Greenway Collaborative, Inc has worked on over 20 trail and greenway system plans in Michigan and Ohio. Below are a few recent examples.



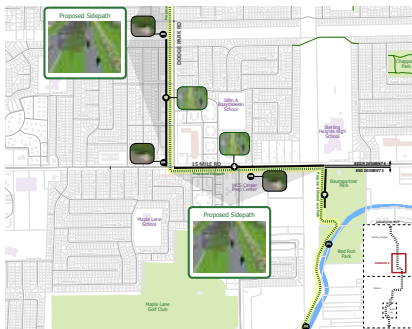
Livingston County Trails Plan



Springboro Bicycle + Pedestrian 2020 Plan Update



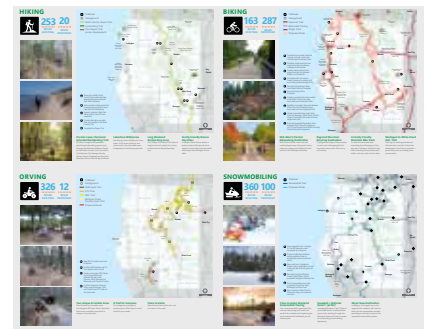
Ralph C. Wilson, Jr. Foundation Regional Greenway Opportunity Assessment



Iron Belle Trail Routing & Feasibility Study



Great Lake-to-Lake Trail Route #1 Planning Updates



Regional Trail Connectivity Vision for Mason, Lake Newaygo and Oceana Counties

Range of Clients	Region, County, Large Community, Universities, Non-profits
Types of Work	Trail Routing, Feasibility, Cost Estimates, Implementation Plans
Fee Range	\$8,000 to \$80,000

Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit www.greenwaycollab.com for a listing of all projects.

Branding & Wayfinding

The Greenway Collaborative, Inc has worked on a dozen branding and wayfindings projects in Michigan and Ohio. Below are a few examples.



*Bridge to Bay Trail
Identification, Wayfinding, and
Safety Improvement Plan*



*Biking in the Boro Guide and
Identification Signage*



*MTGA Cross State Trail
Branding and Marketing*



*Huron River Water Trail
Kiosk Maps*



*Grand Region Bike Route &
Regional Trail Wayfinding
Guidebook*



Oxford Trail Kiosk

Range of Clients	County, Large Community, Small Community, Non-profit
Types of Work	Logos, Bicycle Route and Trail Wayfinding Guides, Kiosk Maps
Fee Range	\$4,000 to \$50,000

Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit www.greenwaycollab.com for a listing of all projects.

Websites

The Greenway Collaborative, Inc has created three trail websites, and hosted a dozen different community websites through WalkBike.Info, a website developed in-house as a communication tool for client projects. All website were developed in Wordpress, including the company's website at www.greenwaycollab.com.



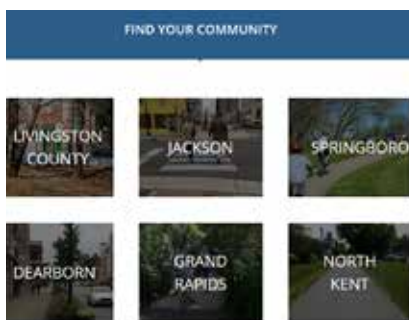
Cass River Water Trail Website



Huron River Water Trail Website



Bridge to Bay Trail Website



WalkBike.Info

Range of Clients	Non-profits, County, Health Departments
Types of Work	Interactive Maps, Document Downloads, Online Input Maps and Surveys, Terrain360 Integration
Fee Range	\$15,000 to \$25,000

Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit www.greenwaycollab.com for a listing of all projects.

Recent Project Examples

The following pages highlight recent project examples. Click on any of the project names to jump to that page in the document. Additional project examples can be found on our website at www.greenwaycollab.com.

- *[Livingston County Trails Plan](#)*
- *[Iron Belle Trail Route and Feasibility Study](#)*
- *[City of Dearborn Multimodal Plan](#)*
- *[Springboro 2020 Bicycle & Pedestrian Plan](#)*
- *[Regional Trail Connectivity Vision](#)*
- *[Jackson City+County Nonmotorized Plan](#)*
- *[Bridge to Bay Trail Identification, Wayfinding, and Safety Improvement Plan](#)*
- *[Metropark to State Park Pathway Connector Study](#)*

Livingston County Trails Plan

Livingston County Trails Plan is a comprehensive study involving the identification, mapping and analysis of trail networks throughout the County. The plan identifies priority routes that make the most meaningful connections and will be the focus for near-term investments.

Elements of the planning process include inventory/analysis, development of a GIS trail database, a trail summit, a gap and feasibility study of potential routes, identification of priority routes and cost estimates.

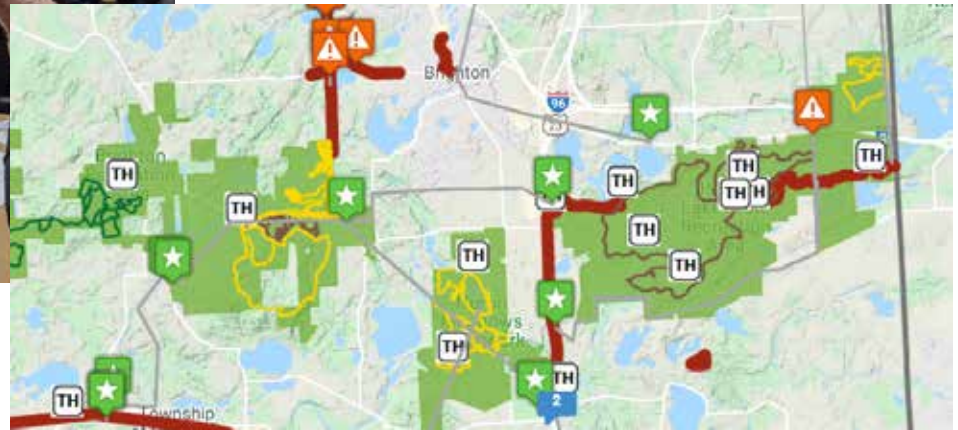
Client	Livingston County Planning Department 304 E Grand River Ave, Suite 206 Howell, Mi 48431
Contact	Kathleen Kline-Hudson KKline-Hudson@livgov.com
Dates	2019 to 2020
Budget	\$24,555
Personnel	Norman Cox & Carolyn Prudhomme



A near-term network that focuses on how to improve safety and connectivity for what is out there right now along with priority routes that focus on providing new connections that link major population centers to park and recreation areas and regional trails.



Public engagement techniques that seamlessly integrate online and in person public input.



Cost Estimate for Maltby Road - Bauer Road Trail

Item	Description	Quantity	Unit	Unit Price	Cost
1	Site Clearing and Rough Grading	18,047	LF	\$20	\$360,940
2	11' Wide Asphalt Path, Base, and Grading	18,047	LF	\$75	\$1,353,525
4	Basic Crosswalk with Signs	4	EA	\$5,000	\$20,000
5	14' Wide Concrete Plank Boardwalk	1,848	LF	\$1,000	\$1,848,000
6	14' Wide Concrete Deck Pedestrian Bridge	170	LF	\$4,000	\$680,000
7	14' Wide Bridge over Expressway	1	ea	\$5,000,000	\$5,000,000
8	Landscaping and Site Amenities	19,402	LF	\$20	\$388,040
Subtotal of Construction Costs					\$9,650,505
Contingency				20%	\$1,930,101
Construction Total *					\$11,580,606
Engineering & Design				10%	\$1,158,061
Construction Administration				4%	\$463,224
Construction Observation				6%	\$694,836
Subtotal of Total Soft Costs					\$2,316,121
Total Project Cost					\$13,896,727

Notes:

- Boardwalk and bridge costs are based on a concrete deck surface. While this is more expensive initially, the seasonal and long-term maintenance is substantially less than a wood deck structure.
- Landscaping and Site Amenities are general allowances for basic items such as site restoration, benches, signage, and trash receptacles.
- The percentages identified in the soft costs are general rules of thumb. Smaller projects and projects requiring substantial engineering or extensive soil testing may have higher soft costs.
- It is assumed that there is a 66' ROW, as the extent of the ROW could not be confirmed with the existing GIS information.
- Cost estimate only includes priority route - proposed pathways to nearby schools and parks are not included in estimate

Implementation oriented recommendations with planning level cost estimates for priority routes

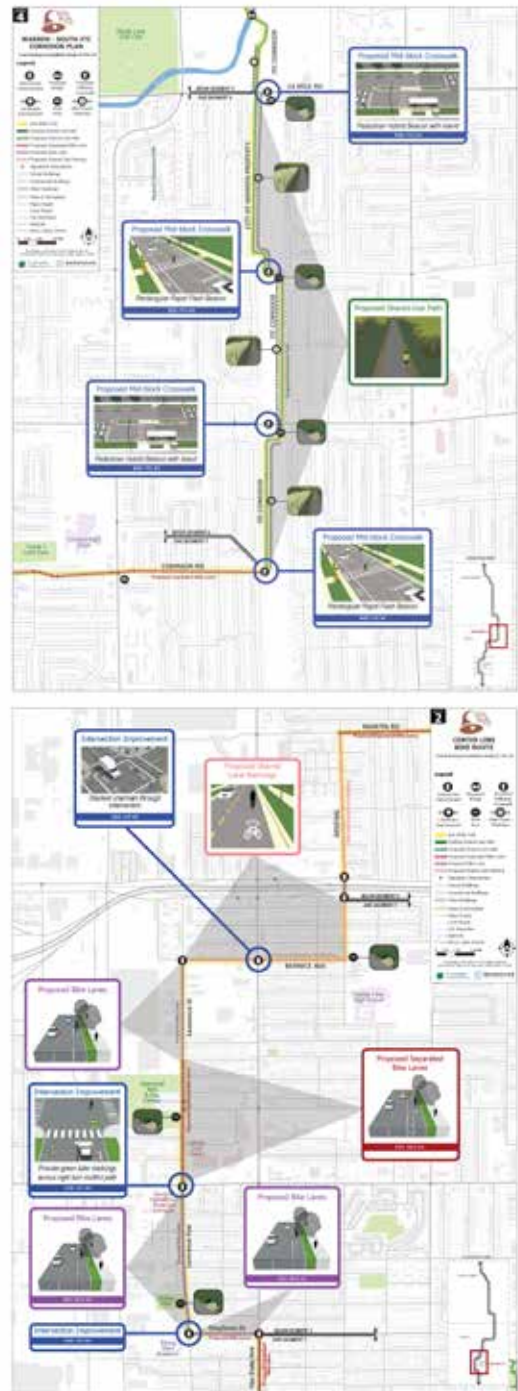
Iron Belle Trail Route and Feasibility Study

The Iron Belle Trail Routing and Feasibility Study examines potential alignments for the Iron Belle Trail in Center Line, Warren and Sterling Heights. The purpose of this project was to collaboratively develop a trail route through all three communities which will close the southern Macomb County gap in the Iron Belle Trail network and will safely link the greatest number of local community and county assets.

Numerous stakeholder meetings, online input maps and a community workshop were all used to gather input and reach a consensus on the proposed route. The proposed route showcases community assets and provides a safe, comfortable, and easy route to navigate through the community's of Warren, Center Line and Sterling Heights.

The plan defines a clear implementation strategy so the proposed route may be implemented in an efficient and timely manner. The route has been divided into 7 segments, with a breakdown of costs and detailed information for each segment.

Client	Macomb County Department of Planning & Economic Development 1 S Main, 7th Floor Mount Clemens, MI 48043
Contact	Amanda Minaudo 586-469-1551 Amanda.minaudo@macombgov.org
Sub-Consultant	Bergman Associates
Dates	2018 to 2019
Budget	\$30,000 Center Line \$42,000 Warren & Sterling Heights
Personnel	Norman Cox & Carolyn Prudhomme



The Implementation Plan and Funding Strategy present a five-year plan to fully implement the project, including recommended tasks to undertake over the next nine months.

Corresponding to each of the seven segments, detailed cost estimates were prepared. Typical plans and unique intersection treatments had detail sheets prepared to help develop the estimates.



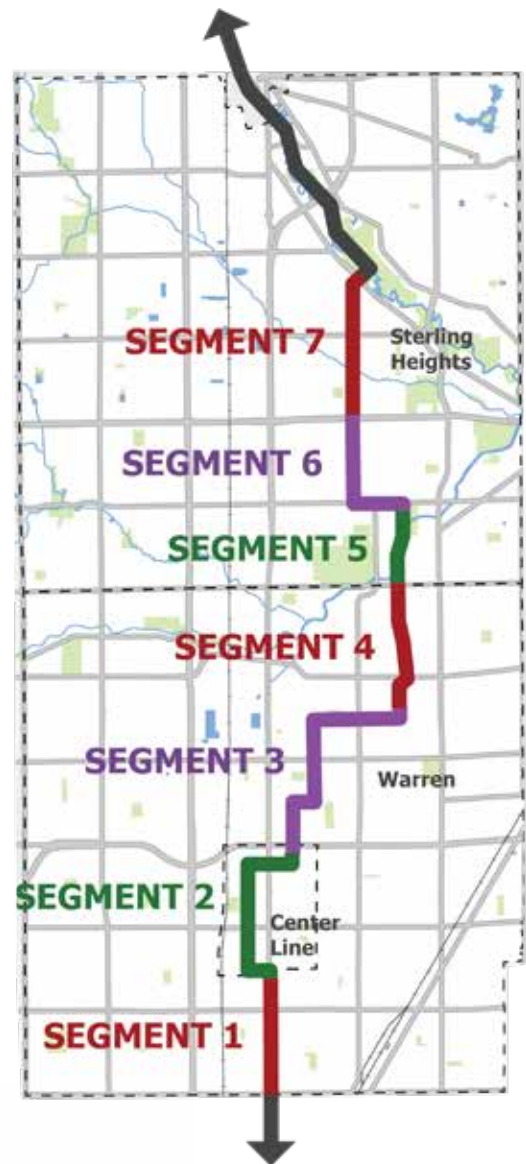
Signed bike routes on residential roads



Protected bike lanes with intersection turn box



Bike signal with green bike markings across intersection



City of Dearborn Multimodal Plan

The City of Dearborn Multimodal Plan will help define current and future community needs and desires for people who walk, bike, ride, and drive. The plan will be used by the City to respond to the growing demand for alternative forms of travel and to promote safe and comfortable transportation options throughout the City.

The planning process was structured to create a transportation plan that puts people first. A robust public engagement plan was undertaken to reach out to minority groups across the community in different languages and cultures.

The plan is both visionary and pragmatic with both near-term recommendations and a long-term vision that reflects desires and priorities driven by stakeholder input. Flexibility is built into the plan given the rapidly changing nature of transportation.

Client	City of Dearborn 16901 Michigan Ave Dearborn, MI 48126
Contact	Mohamed Ayoub, Project Manager and former Senior Planner for City of Dearborn (734) 467-3210 (City of Westland, MI) ayoubmoh66@gmail.com Kaileigh Bianchini (current contact) kbianchini@ci.dearborn.mi.us
Sub-Consultant	livingLab Bergman Associates
Dates	2018 to 2019
Budget	\$179,835
Personnel	Norman Cox & Carolyn Prudhomme

Immediate Focus



1 Strategic Implementation Plan



Implement As Opportunities Present Themselves



2 Near-Term Enhancements






Incorporate Into Major Construction Projects



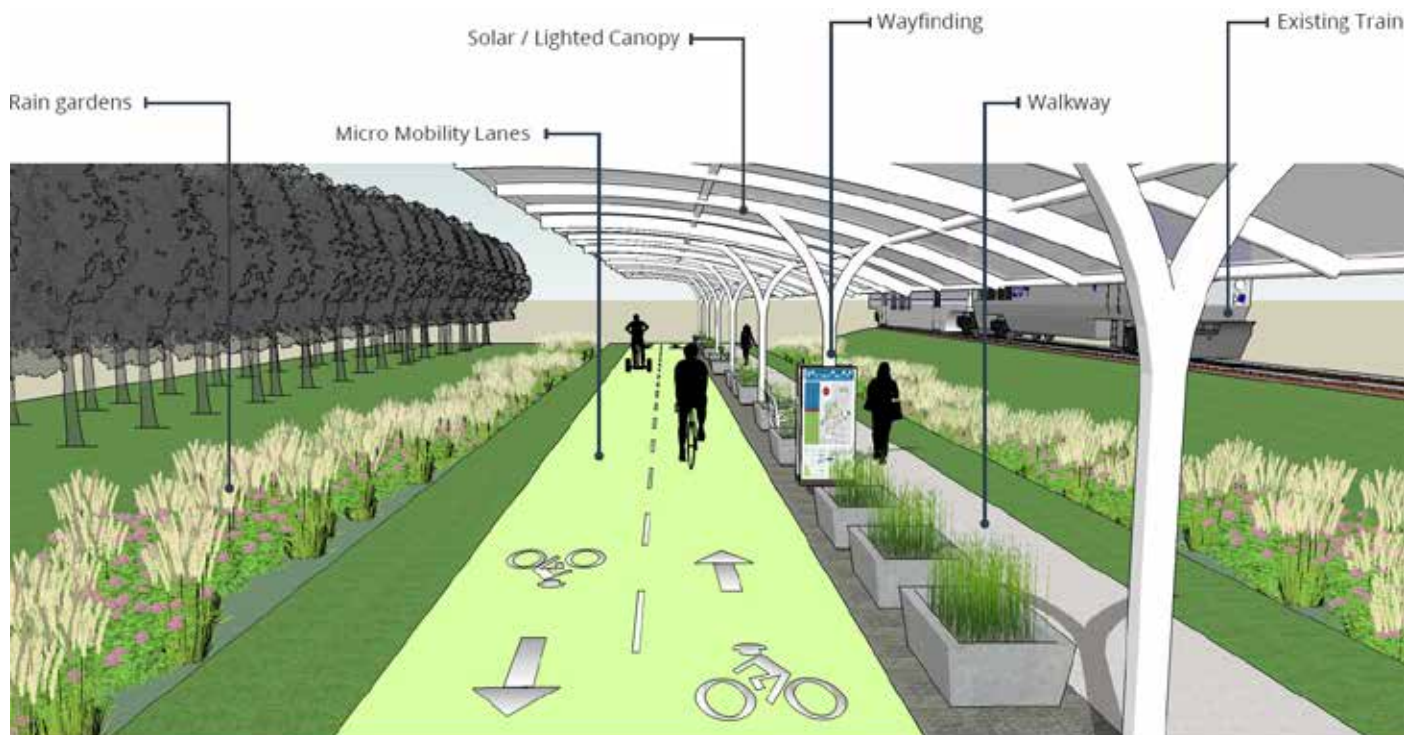
3 Long-Term Vision



Project implementation phasing that establishes a functioning network quickly, identifies easy to implement projects with road resurfacing or restriping, and sets a long-term vision for road reconstruction projects

Minimum	Better	Preferred
Used on lower speed and volume roads where space is limited.	Often implemented with a road re-striping or resurfacing project	Typically implemented as part of a road reconstruction project.
Basic Bike Lane Or Micro Mobility Lane 	Buffered Bike Lane Or Micro Mobility Lane 	Separated Bike Lane Or Micro Mobility Lane 

A goal of this plan is to remain flexible as the system and technology changes. Several of the recommended facilities can transition over time from relatively inexpensive and easy changes made with paint in the near-term to more expensive and complex changes that could be accomplished when done in concert with a more significant infrastructure project such as when a road is being completely rebuilt.



In response to the growing impacts of autonomous vehicles, an all-season community concourse for people who walk, bike or use micro mobility vehicles was proposed.

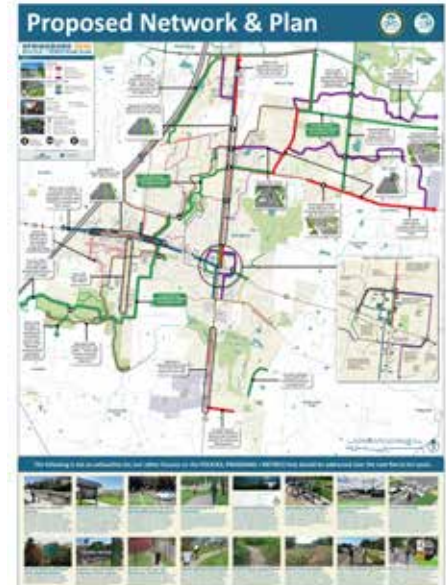
Springboro 2020 Bicycle & Pedestrian Plan

Since the adoption of the 2013 Bicycle and Pedestrian Plan there were a lot of significant changes nationally, regionally and locally that warranted revisiting the plan. The 2020 update of the plan identifies community priorities and provides detailed recommendations on where to focus future improvements.

The recommendations were based on input received from workshops, surveys, and online. The plan updates focused on expanding the existing bicycle and pedestrian network and providing more family-friendly routes and recreational opportunities. A central greenway was proposed to help connect the city's parks and provide a nonmotorized spine through the city. Additionally, specific park improvements, complete street improvements and policy and programs updates were recommended.

The implementation plan breaks down the Central Greenway into 12 segments that include planning level cost estimates and detailed recommendations

Client	City of Springboro 320 West Central Ave Springboro, OH 45066
Contact	Dan Boron danb@cityofspringboro.com 937-748-6183
Dates	2019 to 2020
Budget	\$49,595
Personnel	Norman Cox & Carolyn Prudhomme



The infrastructure recommendations are organized into three areas; The Central Greenway Vision, Recreational Trails and Proposed Network

Segment B: Clearcreek Park

Two options have been considered for the Greenway connection through Clearcreek Park. The preferred route recommends building a new 11' wide pathway through the middle of the park with a rectangular rapid flash beacon at W Lower Springboro Road to E Milo Beck Park and some minor road crossing at access roads within the park.

The alternative route would include widening the existing asphalt path that follows W Lower Springboro Road around the parks perimeter.

The advantage of the proposed routes is it would complement the existing walking path system giving the park users more walking and running options.



Cost Estimate for Preferred Route

Item Description	Quantity	Unit	Unit Price	Cost
1 Site Clearing and Rough Grading	600	LF	\$10	\$6,000
2 11' Wide Asphalt Path, Base, and Grading	3,000	LF	\$75	\$225,000
3 Culvert Allowance	1	EA	\$5,000	\$5,000
4 Site Restoration and Landscaping	3,000	LF	\$10	\$30,000
5 Trail Amenities	3,000	LF	\$10	\$30,000
6 Crosswalk Markings & Signs	2	EA	\$2,500	\$5,000
Subtotal of Construction Costs				\$301,000
Contingency			20%	\$60,200
Construction Total				\$361,200
7 Engineering & Design			10%	\$36,120
8 Construction Administration			4%	\$14,448
9 Construction Observation			6%	\$21,672
Subtotal of Total Soft Costs				\$72,240
Total Project Cost				\$433,440



Trail segment pages structured to grant applications



Expand Bike Parking Program

Continue the existing bike rack program to make sure that convenient bike parking is available at existing all shopping, civic buildings, and public parks. Require bike parking that follows the Association of Pedestrian and Bicycle Professional Guidelines for all new developments.

Rather than providing an exhausting list, the plan focuses on the policies, programs and metrics that should be addressed over the next five to ten years.



Complete Streets + Vision Zero Ordinance

Adopt policy that places human life paramount and establishes that safe, comfortable, convenient, and accessible transportation for all users is a priority for the City. Then establish the necessary inter-departmental coordination, roles and responsibilities, and performance measures to implement the policy. Additionally, update the 2001 thoroughfare Plan to incorporate bikes.



Establish Permanent Bicycle and Pedestrian Counter Program

As major facilities such as the greenway and separated bike lanes are implemented, place permanent counters at strategic locations. For greenways use counters that can distinguish between different types of users.

Regional Trail Connectivity Vision

The Regional Trail Connectivity Vision looks at opportunities for developing a recreational trails network across Mason, Lake, Oceana and Newaygo Counties. Some of the major trail types that were considered include hiking trails, on-road and mountain bike trails, ORV trails and snowmobile trails.

A summit was held with key stakeholders across the region to develop a consensus trail vision and identify organizational capacities to implement the vision.

The vision is a strategic plan on how to leverage existing and proposed trail elements to promote economic growth in the region. The plan also provides a clear way forward on the next major trail investments.

Client	Mason County Growth Alliance 5300 W US 10 Ludington, Michigan
Contact	Spence Riggs, former PM for MCGA spenceriggs@gmail.com
	Jodi Nickols (current contact) The Right Place, Inc 231-742-3328
Sub-Consultant	livingLab Williams & Works
Dates	2018 to 2019
Budget	\$50,000
Personnel	Norman Cox & Carolyn Prudhomme

The overarching goal of this Plan is to leverage existing trail assets and plan new connections as a tool for sustainable economic growth for Lake, Mason, Newaygo, and Oceana counties.

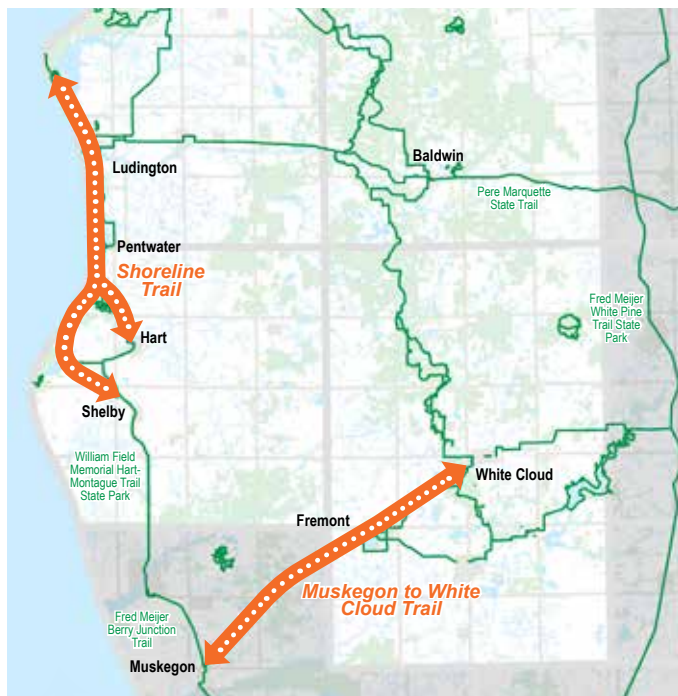


A TRAIL FOR EVERY SEASON AND EVERY MOOD

This is a vision for a connected network of trails for every season and every mood and builds upon the outstanding ORV, snowmobile, motorcycle, ATV, hike, bike, equestrian, x-country ski, snowshoe and water trails in West Michigan.



SHARED USE PATH PRIORITIES



SEPARATED PAVED TRAIL

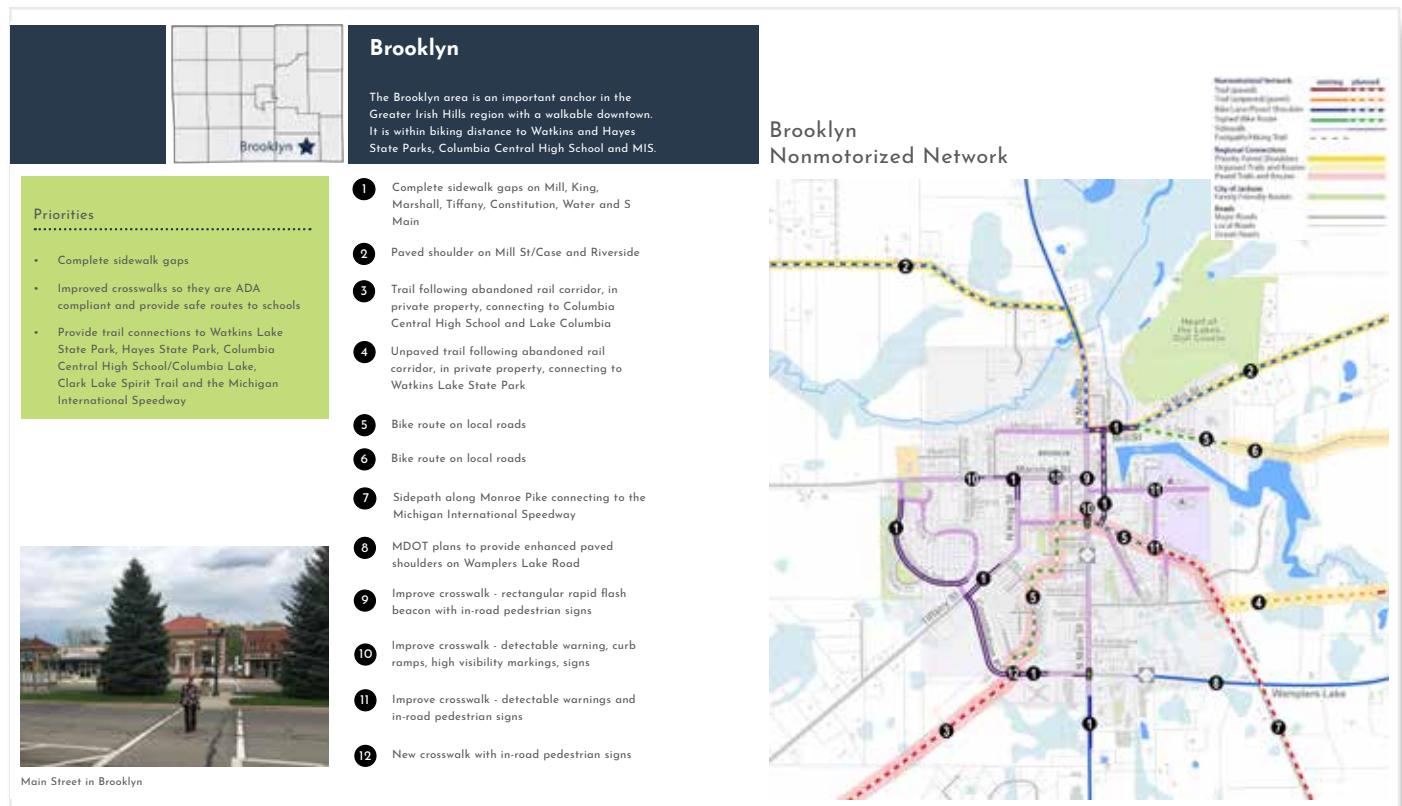
The trails vision balances large transformational trail projects with near-term cost-effective investments that can make an impact quickly. The many partners who were involved in the development of this plan are committed to a collaborative implementation effort.

Jackson City+County Nonmotorized Plan

Jackson City + County Nonmotorized Plan brings together many efforts that have taken place over the years and builds upon those plans to craft a compelling and implementable vision that reflects the community consensus.

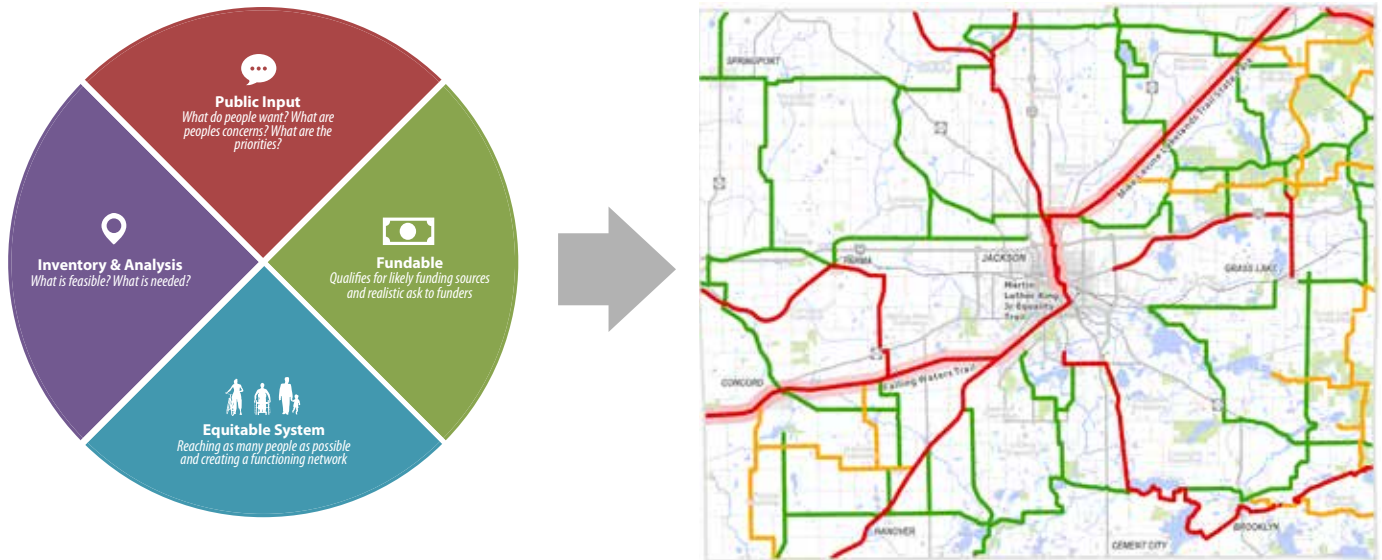
The plan recommendations are based on the input received during two robust public engagement sessions that included workshops across the county, surveys, and online options. The plan focuses on the links that connect communities and major destinations within the County as well as communities in adjacent counties. The plan strives to be visionary and pragmatic, understanding that feasibility and cost are key to implementation.

Client	Region 2 Planning 120 West Michigan Ave, 9th Floor Jackson, Michigan 49201
Contact	Grant Bauman GBauman@mijackson.org 517-745-9041
Sub-Consultant	livingLab
Dates	2019 to 2020
Budget	\$99,965
Personnel	Norman Cox & Carolyn Prudhomme



Report structured to have sections extracted and incorporated into local plans and support specific projects

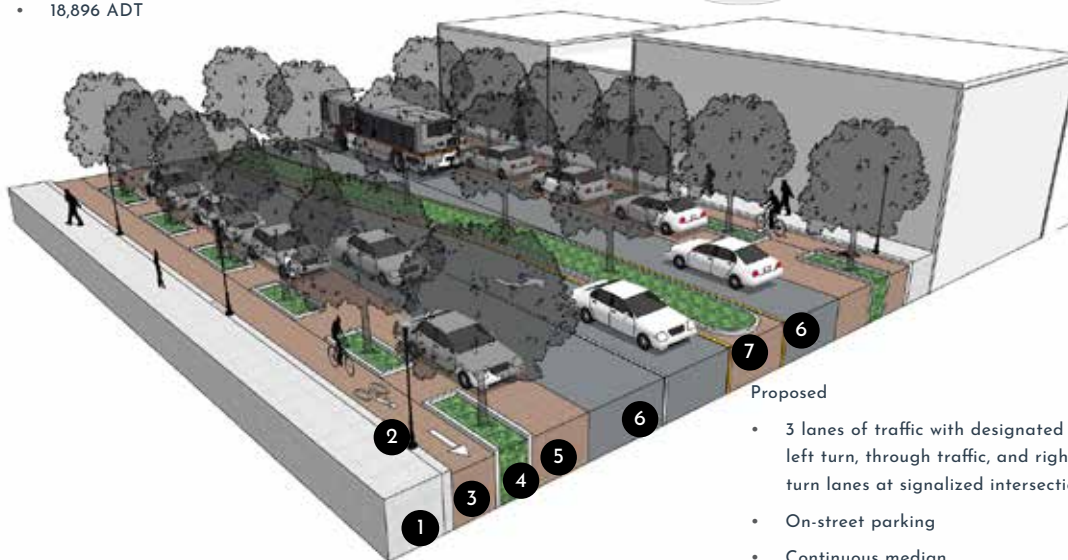
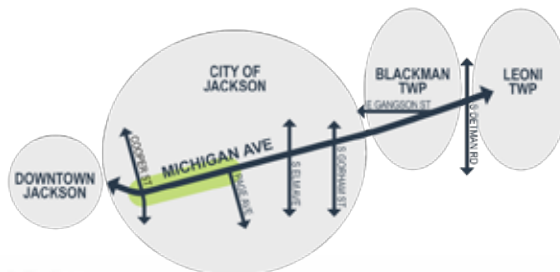
The Priority Routes and Trails are the result of a process that considered; the Public Input; the Inventory & Analysis; requirements of Funders; and the desire to create an Equitable System.



Michigan Avenue Cooper Street to Page Ave

Existing Conditions

- 100' wide right-of-way
- 5 lanes of traffic
- Some on street parking
- 18,896 ADT



Proposed

- 3 lanes of traffic with designated left turn, through traffic, and right turn lanes at signalized intersections
- On-street parking
- Continuous median

The implementation plan includes: Funding Strategy Overview; Priority Trail Implementation Strategy; and Priority Trail Cost Opinions. They are intended to be the foundation for preparing individual trail grant applications and an overall plan to building the system.

Bridge to Bay Trail Identification, Wayfinding, and Safety Improvement Plan

The Bridge to Bay Identification, Wayfinding, and Safety Improvement Plan was a major step in unifying all the segments of the Bridge to Bay Trail. The Plan defines what routes fall under the Bridge to Bay Trail heading and looks at how best to sign existing, temporary, and planned segments of trail as it develops. Baseline improvements were proposed for temporary routes to make sure a safe route could be provided.

The six-month planning process included: Trail System Definitions, Route Site Analysis, Trail Standards, Baseline Safety Improvements, Sign and Pavement Marking Plan, and Implementation Assistance as needed. The end product provides a resource for St. Clair County, and acts as a model for other trails in the region and state.

Client | Friends of the St Clair River
480 S Water St
Marine City, Mi 48039

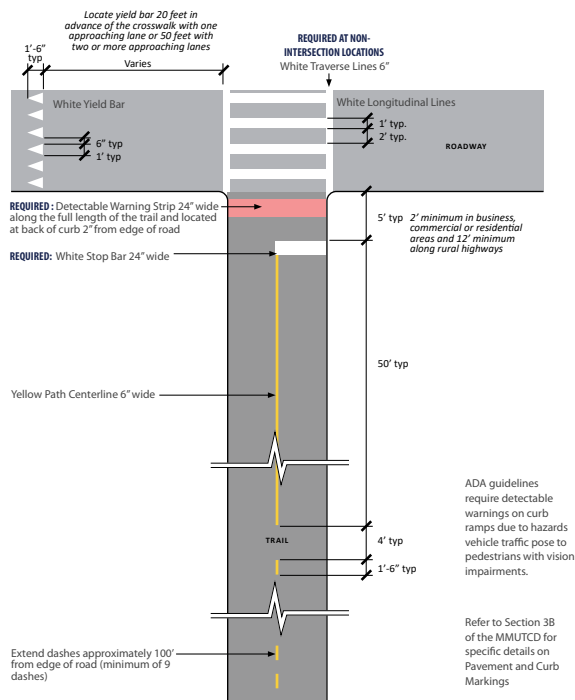
Contact **Sheri J Faust**
sfaust@stclaircounty.org
810-730-5998

Dates | 2020 to 2021

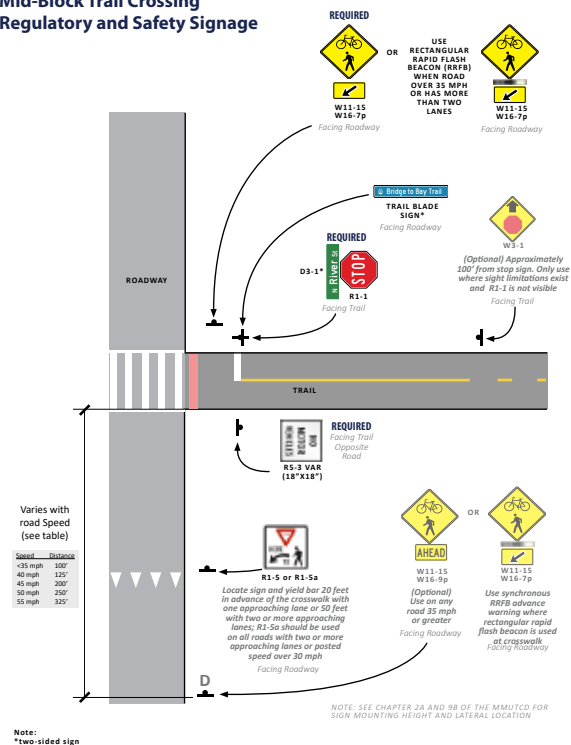
Budget	\$76,300
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Personnel | Norman Cox & Carolyn Prudhomme

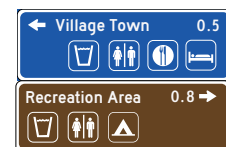
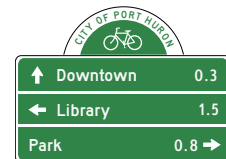
Detectable Warning and Typical Pavement Markings at Mid-block Trail Crossings



Mid-Block Trail Crossing Regulatory and Safety Signage



The Signage and Pavement Marking Guide includes standard plans and details that can be incorporated into future trail construction projects by local agencies.



It was a challenge to provide wayfinding for a trail that is actively under development. The overview map became the organizing element for the wayfinding plan. It can be implemented and easily updated as new trail projects are completed.

Metropark to State Park Pathway Connector Study

The goal of this project was to provide a safe and efficient non-motorized connection between four large regional parks. Multiple variations of three general routes were evaluated and vetted with stakeholders and the public to determine the preferred route.

TGC led the public engagement process for this project. Tasks included:

- Presenting and vetting proposed routes with stakeholders.
- Meeting with local running and bicycling clubs to collect input.
- Hosting an input booth at the local farmer's market.
- Developing a project website as a landing page for public input and project downloads.
- Creating all public engagement materials, including paper surveys, online surveys, online input map, and promotional materials.
- Established a social media guide for project promotion.

Client	Huron Clinton Metroparks 1300 High Ridge Dr Brighton, MI 48114
Contact	Nina Kelly nina.kelly@metroparks.com 810-494-6043 Jason Bibby Jason.Bibby@metroparks.com 810-494-6031
Dates	2021
Budget	\$14,490
Team	Prime: PEA Group Sub: The Greenway Collaborative
Personnel	Norman Cox & Carolyn Prudhomme



Public Input was scheduled for existing events, such as running clubs, mountain biking clubs and farmers markets.

METROPARK TO STATE PARK CONNECTOR PUBLIC ENGAGEMENT



4
public input
events



28
online map
comments



1000+
surveys
completed

WOULD YOU USE THE CENTRAL ROUTE? SELECT ALL THAT APPLY



IT IS IMPORTANT TO PROVIDE A TRAIL CONNECTION BETWEEN THESE FOUR PARKS



WHAT DO YOU LIKE ABOUT THE CENTRAL ROUTE?



- 1 Provides a Safe Route
- 2 Connects All the Parks
- 3 Direct Connection
- 4 Connects to Existing Trails
- 5 Easy and Efficient
- 6 Safe Crossing at US-23
- 7 Neighborhood Access
- 8 Avoids Expressway Roundabouts
- 9 Path Separated from Road
- 10 Option for Longer Rides/Trips
- 11 Location
- 12 More Nonmotorized Routes

TOP 12 ANSWERS

WHAT DO YOU DISLIKE ABOUT THE CENTRAL ROUTE?



- 1 Nothing
- 2 Along Major Roadway with Traffic
- 3 Need Path Separated from Road
- 4 Meeting in a Busy Road
- 5 Need Connection to Brighton
- 6 Need Connection to Lakeland Trail
- 7 Route into Huron Meadows
- 8 It is Not Built Yet
- 9 Cost
- 10 Ends too soon at Brighton Ave Area
- 11 Expressway Roundabouts
- 12 More Trail Amenities

TOP 12 ANSWERS

WHAT WOULD YOU CHANGE ABOUT THE CENTRAL ROUTE?



- 1 Nothing
- 2 Separate Path from Road
- 3 Connect to Brighton
- 4 Connect to Lakeland Trail
- 5 Loop in Huron Meadows
- 6 Bike Lanes
- 7 Paved Pathway
- 8 Avoid Major Roadways
- 9 Connect to Bishop Lake
- 10 Build More Trails
- 11 More Trail Amenities
- 12 More Trail Amenities

TELL US ANYTHING ELSE YOU FEEL IS IMPORTANT:



- 1 We Love It
- 2 Please Build It
- 3 Safety is Key
- 4 Added Value to Community
- 5 Separate Path from Road
- 6 Build More Trails
- 7 Thank You
- 8 More Trail Amenities
- 9 Connect to Lakeland Trail
- 10 Signs and Wayfinding
- 11 Paved Trails
- 12 More Trail Amenities



METROPARK TO STATE PARK PATHWAY CONNECTOR

BRIGHTON STATE RECREATION AREA - HURON METROPARKS METROPARK - CLINTON STATE RECREATION AREA - KENNINGTON METROPARK



ONLINE INPUT AVAILABLE THROUGH
SUNDAY, SEPTEMBER 26TH

WWW.WALKBIKE.INFO/PARKCONNECTOR

The success of the public engagement efforts led to over 1,000 surveys being completed in a span of two-weeks. Summary of the input was provided as an infographic.